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HANLAN

VERSUS

COURTNEY.

A Guide to the Great Race of 1879.

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1879.
CITY OF BUFFALO

BUFFALO, N. Y.

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1879.

HOW IT CAME ABOUT.

In the great race of 1879 we find an eloquent exemplification of the old maxim, that "two heads are better than one." The problem of getting together two men so proverbially hard to please as Charles E. Courtney and Edward Hanlan had puzzled many brains for a long time. The summer was well nigh spent in a fruitless search for the exact proposition which would suit both the American and the Canadian champions. Offers of the most tempting description were made by the railroads and the hotel men. James Gordon Bennett bated the Saratoga hook with a large purse. The Canadian courses were not behind-hand in their offers. But all to no avail. One after another these various propositions were snubbed by the giant oarsmen, whose particular noses got so high in the air that many feared they would never come down. Certain it was that nothing less than a miracle would ever satisfy their high-mightinesses.

At length it fell in the way of a certain patent-medicine man of Rochester to snuff a huge advertisement in the Courtney-Hanlan air, and being a man of great shrewdness and foresight, he immediately set about the difficult task of solving the problem which had proved so unanswerable up to that time. A feeler was put forth in the

newspapers in the shape of a \$5,000 offer, open to all comers, with the championship honors attached, and the promptness with which a negative reply came back to him from Union Springs and Toronto was a touching commentary upon the efficiency and promptitude of Uncle Sam's letter-carriers when bad news is to be brought. These replies knocked Mr. Soule, the medicine man, as flat as a pancake, and he would probably have retreated ignominiously from the field had not Mr. W. S. Baldwin, a prominent railroad man and editor of Buffalo, smelled the flavor of success in a modification of Mr. Soule's offer, and set about the task of wringing a victory out of the latter's defeat. Scarcely had the ink on the first proposition grown dry, before Mr. Baldwin was in Rochester and button-holing Mr. Soule. The result of this conference was a second offer, which "raised" the first a thousand dollars, omitted the championship business and narrowed down the contest to the two men, Hanlan and Courtney. Then followed a hard two weeks' job for Mr. Baldwin, embracing numerous jaunts to Toronto to confer with the Hanlanites, a vigorous onslaught on the purses of the corporations and citizens of Chautauqua Lake, who must benefit by the race, if it was rowed on their waters, and the difficult task of keeping his secret clear from inquisitive eyes. Suffice it to say he was successful in all that he undertook, to the joy of every lover of the most manly of sports that the world ever looked upon; he won the golden consent which had been so eagerly and so vainly sought in the labyrinth of the two great oarsmen's minds. The one condition which both the boatmen waited for was the freedom to make their own

conditions, and Mr. Baldwin was the first man to see it. His reward cannot fail to be a princely one; and as for Soule—oh, don't we wish that us was him!

Having obtained the consent of the principals to row at a time and place which should be mutually agreeable, it became necessary to hold a meeting for the purpose of arranging the details of the race. This took place at Rochester on the 12th of September, time having been given to the backers of the two men to look into the matter, of course, and make their various plans according to the light of knowledge. Mr. Baldwin, who had the interests of Chautauqua Lake in view, worked very hard, and at the time of coming together it was an understood thing that Mr. Soule would favor that course, and pocket ten or fifteen thousand dollars thereby.

Courtney and Hanlan, with their backers, reached Rochester the afternoon of the day set for arranging the preliminaries, and as soon as they had worked away the cinders they proceeded to business. A room had been engaged for the conference and hither they were led, the oarsmen meeting each other in the spirit of friendly rivalry. Mr. W. S. Baldwin was present to advocate Chautauqua Lake as the most feasible course, and Messrs. Schell, Parker and Rogers of Geneva came to point out the advantages of their lake. Saratoga and Pittsburgh had no representatives, and it was evident that they had withdrawn on the strength of the correspondence held with the members of the Hanlan Club. Mr. Asa T. Soule was elected chairman, and the business was conducted under his supervision. After reading the rough skeleton of the articles of agreement which had been drawn up on the same model as the Ross-

Hanlan contract, which seemed to be satisfactory to all parties, the interested ones withdrew to a private room to discuss the momentous question of the referee. Mr. Courtney stated that there were three men whom he was willing to trust, all of them from New York city: Mr. John Eustice of the old Atlanta crew, Mr. W. E. Curtis of the *Spirit of the Times*, and Mr. William Blaikie of the New York *Herald*. It happened that the last named gentleman was the first choice of the Hanlan men, so they gracefully agreed to accept his name, providing that he was willing to serve. A special clause was added to the articles of agreement that the referee's expenses should be evenly divided between the contestants. After filling out the blanks in the skeleton, which covered all the points insisted on by the two sides, they were signed and witnessed and read as follows :

Articles of agreement entered into this 12th day of September, A. D. 1879, between Edward Hanlan of Toronto, Ontario, and Charles E. Courtney of Union Springs, N. Y., who hereby agree to row a five-mile race with turn, in best and best boats, in accordance with the following articles :

Article I.—The said race shall be for the sum of six thousand dollars, offered by the Hop Bitters Company of Rochester, said prize to be known and designated as the "Hop Bitters Prize."

Article II.—The said race to be rowed on Chautauqua Lake on the 8th day of October, 1879, between the hours of three and six in the afternoon, smooth water required, subject to the decision of the referee, who is hereby empowered to postpone the race to the next day, or the first

favorable day thereafter, if the water is not in fit condition for the race to come off.

Article III.—Said Hop Bitters' Prize of six thousand dollars shall be deposited in the City Bank of Rochester five days before said race is rowed, and shall be payable on the order of the referee to the winner of said race.

Article IV.—Mr. William Blaikie, of New York, to be referee and his decision to be final. The referee to accompany the men over the course if possible. The contesting parties to share his expenses.

Article V.—The men shall toss for choice of position before starting in the race, and shall be started after preliminary warning by the word "go," said word to be given by the referee. The men shall start from two boats moored twenty-five yards apart, and shall row two and a half miles to buoys securely anchored and properly marked by flags twenty-five yards apart, each man to turn his own buoy from port to starboard and return to place of starting.

Article VI.—The referee, in case of any outside interference, if it effects the result of the race, shall order the men to row over again on the first favorable day, under the original conditions.

Article VII.—The race is to be governed by the laws of boat-racing, as adopted by the National Association of Amateur Oarsmen, subject, however, to the conditions of these articles.

Article VIII.—Each party has the right to select a judge to look after his interests, who shall be allowed to accompany the referee over the course, and any point of disagreement shall be finally settled by the referee.

Article IX.—A judge for each man shall be chosen by mutual consent to see that the turning buoys are not molested or changed ; also a judge for each at the finish, with a referee to decide which crossed the winning line first.

Article X.—It is hereby mutually agreed that all steamers and boats must be under the absolute control of the referee or committee appointed by the referee.

[Signed]

CHARLES E. COURTNEY,
EDWARD HANLAN.

Witnesses—DAVID SHAW, JAMES H. BRISTER.

Mr. Blaikie was notified by telegraph of his appointment, and replied that he was willing to serve, but in order to insure the fairness of the race the men must agree to abide by these conditions, in the absence of which he was unwilling to identify himself with any race: That a line of flags should be placed between the men; that either sculler should be disqualified by two false starts, also for crossing the line; that he should have the privilege of naming a morning hour in case of postponement; that he should have the use of a steam launch capable of making twelve miles an hour; that Hanlan, Courtney and Soule should sign and send a statement that no one in the interest of either contestant should furnish any part of the money to be rowed for. In due time these additional conditions was signed and the great race was a settled thing. It only remained for the contestants to go into training; for the people to get worked up to the proper state of excitement, for the railroads to oil up all their extra rolling stock, and for the king of the Indian Summer to be induced to take

a hand in the contest,—something which a Great Medicine Man like Soule ought to have no trouble in doing,—and the success of the great aquatic event become assured. It now remains for us to see how well the various contracts are filled in this momentous struggle.

A SCARE.

Tuesday, Sept. 23d, had been set apart as the date on which the oarsmen would go to Chautauqua and begin their severe training. The New York *Herald* of the Sunday previous published a disheartening dispatch to the effect that Courtney was in a bad condition, stormy days having made it necessary for him to work at night, and this causing chills and blistered hands. There were no indications, however, that he intended to back out of a race. But on Tuesday morning a Toronto paper came out with an announcement, which the associated press telegraphed all over the country, that Hanlan was ill, and would not be able to row until spring. This of course occasioned a great deal of talk and considerable disappointment among those who were interested in the race. There were some who believed the report to be a canard, got up for the purpose of offsetting the bad news from Union Springs, but the general opinion was that the race would not come off until 1880. An investigation into the matter showed that Hanlan was really unwell, and his physician declared positively that he could not be got into condition by October 8th. The outcome of the matter was a postponement until October 16th, a step which is satisfactory to all parties concerned. Both men went to Chautauqua on the 25th of September, and it is believed the bracing air of that elevated region will prove medicine to both.

AMERICA'S HOPE.

It is hard for an American to look upon the towering form of Charles E. Courtney, with broad arched back, splendid shoulders, and tough, knotty muscles, and not believe that the cloud which has rested upon his fair fame since his defeat of October 3d, 1878, at Lachine, is about to be swept away into the shining light of victory. It is equally hard to look into his pleasant, manly face and hear his cheering voice, so ringing with friendliness, so open in its utterance, and believe that he ever sold himself and his friends for Canadian money. To know the man is to like him instinctively, for he has many very estimable traits in his composition.

Mr Courtney can surely claim to be one of the original "Forty-niners," having made his first appearance in this world in that good year. His birth-place is Union Springs, a little village upon the east shore of Lake Cayuga, within a few miles of the City of Ithaca. When only seven years of age the lad Charlie lost his father, and it became necessary for him to earn his own living. He was apprenticed to a carpenter in his native place, and learned how to hit the nail on the head in the various ways which the trade demands. Hard and toilsome was his boyhood

according to his own description. Nature had given him a bright head and a love of knowledge; but in the place of books he was forced to spend his boyhood's hours with the saw and the adze and the carpenter's square. But, although he grew up with very little of book-learning, he became a master of his trade, and even now delights in boasting, and not without reason, that he is a much better carpenter than oarsman. Nor did his toilsome childhood prevent the growth of his physical being, and he shot up to his present magnificent proportions, standing six feet, one-half inch in his socks, and weighing, when in condition, from 170 to 172 pounds.

Boating had been the only amusement of his minority. Ever since he was knee high to a grasshopper, the young Courtney was hanging about the various rough craft which came in his way. He took to the oar as naturally as a duck to water, and performed wonderful feats of propulsion, no matter what the means might be, oars, paddles, poles or tin pans. His companions conceived a dislike to racing with his boat, and after he had got possession of one which was capable of anything like good time, he began to measure oars with the amateur champions of the Lake, and always to their sorrow. As soon as he was old enough he went to distant points and took part in innumerable amateur regattas, battling with men who had come to be regarded as well-nigh invincible, and teaching them by rough experience the saying which he has since been so fond of repeating, that "there is no oarsman so fast that he has not a superior somewhere." In short, in the seventy-three races in which he took part before entering the ranks of professional scullers, Courtney was never de-

feated. The trophies which adorn his home at Union Springs would make a foreign general green with envy.

The first important victory achieved by Courtney was the senior sculls, Saratoga regatta, September 11th and 12th, 1874, in which he defeated Yates, Keator and other noted college rowers. August 28th, 1875, he captured the Diamond Medal and Championship of New York State, and such amateur giants as W. B. Curtis, Edward Blake, Frank Yates and David Roche, paid tribute to the power of his biceps and the soundness of his breathing apparatus. In September of the same year he tried a double scull race at Troy, N. Y., with R. A. Robinson, of Union Springs for partner, and added another trophy to his collection. At the Saratoga regatta of the Centennial year, he and Yates easily won the double scull race; and in the same year Courtney's boat came across the line first at Philadelphia.

This contest ended the amateur career of the Union Springs oarsman, whose prowess made him appear a tempting antagonist to James H. Riley, who at that time had made some very excellent turns of speed. He was challenged by the latter, and the terms agreed upon, for a match at Greenwood Lake, New Jersey, to come off July 14, 1877. All the preparations for a meeting were completed, and the men had trained into excellent shape, but a few hours before the time set for the race Courtney was taken violently ill, and his physician declared, to the disappointment of an immense crowd of people, that he would not be allowed to row for some time. The race was postponed until August 28th, and the place was afterwards changed to Saratoga Lake, where the American champion

had won so many victories. Here he came to the scratch grandly, and with Riley and Bob Plaisted for opponents, reeled off his little three miles with a turn in 20 min. $47\frac{3}{4}$ sec. Although winning a purse and stake of \$800, the hero won a name of far greater value to him. One of the chief promoters of this race was John Morrisey, to whom more than any other man is due Saratoga's chance for its connection with so many brilliant records with the shell and oar. It was the last boating contest ever identified in any way with the name of Senator John.

Courtney's next race was held upon Owasco Lake for a large sum of money and the championship of the United States. The distance was three miles with a turn; and in the race against Courtney were Riley, "Frenchy" Johnson, the colored carsman, (who is one of Courtney's trainers in the coming contest at Chautauqua) Lake, Ten Eyke, Laberger and others. The race came off September 27th. A good start was made at 5:09 P. M. Courtney took lead from start and held it to close, Johnson second to the mile and a half stake boat, with Riley third. On the return Riley passed Johnson in the first quarter mile and lapping Courtney, rowed a most exciting race for nearly half a mile. He never changed his long powerful stroke, and on the last quarter led Riley gradually and easily, and came in at the finish a length and half ahead. Courtney won in $21:29\frac{1}{2}$, Riley came in second in $21:33\frac{3}{4}$, Johnson in 21:42, and Ten Eyke in $21:43\frac{1}{4}$. The remaining oarsmen strung along, several seconds later.

Ill luck did not strike Courtney until 1878, the beginning of defeat being an incurable cold, caused by an upset in a race upon Seneca Lake with James Dempsey. This oc-

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TERMS MODERATE.

curred in June, but the following Fourth of July Courtney again measured oars with Dempsey at Skaneateles Lake, and showed that worthy that though perhaps Courtney might get beaten in the water, he could not be passed in a boat; at least not by the Dempsey muscle. On the 15th of August he very foolishly took part in an open regatta on Silver Lake, Plympton, Mass, while suffering from indisposition, and the result of this act—a piece of foolhardiness on his part, considering the fact that negotiations were then pending for a race with the Toronto champion, Edward Hanlan, and Courtney knew his friends would bet their bottom dollar on that race. The result of the Silver Lake foolishness was a disastrous defeat of Courtney by “Frenchy” Johnson and others of lesser note.

Then came Lachine, the darkest page upon the life's volume of Charles E. Courtney. We give no description of their race here, as it is fully outlined in another chapter. The question of Courtney's honesty in the matter is still unsettled, but it is safe to say that those who know him best are now satisfied that his honor was not left behind in that unfortunate contest. Many who went against him in the first agony of their depleted purses, have since taken back the harsh things they said about him; and many more who vowed they would never support him again will back his name with their bottom dollar this year—and win. Without wishing to put himself forward, the writer is fair to say that the facts in the case since the day when the red flag of Canada went above his colors, have been very much in his favor. The indignation with which he sold all his boats and turned his back upon them, not to be drawn back save at the earnest solicitation of friends, was that of

an honest man. In fact, all his conduct since then has been a good many degrees above par. As for the money he would have made had he sold the race, it has never appeared. But there is another fact which ought to weigh heavily in the evidence; and that is the fact that the leading men of the Hanlan Club are gentlemen in every sense of the word, and we have it from their mouths that the accusations against Courtney—and equally against them—were not possessed of a shadow of a truth.

In this connection it will perhaps be well to state a pertinent fact or two, and give a bit of seasonable, though perhaps unwelcome, advice, to the friends of Courtney, the newspapers, and the American public generally.

One of the greatest secrets in the tremendous chain of successes which have been wrought by Edward Hanlan, lies in the existence of the Hanlan Club. This little knot of friends have formed a cordon about the Canadian champion, and hold him a prisoner, allowing no rays to fall upon him but those of enthusiasm and unbounded faith. Everything in the life of the man is kept rose-colored to his eyes. His troubles are borne by other shoulders. He is not allowed to think for himself or do for himself. The one thing which is impressed upon his mind is his own infallibility, and he goes into a race without a tremor. Result: unshaken nerves, and muscles steeled by that wonderful power—Confidence,—in other words, Victory!

On the other hand, Courtney's friends are doubters. With sensibilities far more keen than those of Toronto's darling, he is allowed to catch every whispering rumor which goes about concerning him. Imagine the effect of his backers

at Owasco Lake approaching him at the last moment and saying: "Now, Charlie, do your best, for I have staked a great deal upon you in this race." Or imagine the effect at Lachine just before the race, of the *Herald's* correspondent coming to him and saying: "Courtney, what's this rumor about your selling the race?" It is such fooling as this which makes men lose the race. Handicap Sleepy Tom—grandest of pacers—with a driver who does not pet and talk to him continuously, and the blind horse falls far below his record. Handicap Charles E. Courtney—greatest of oarsmen, the king who should be invincible—with cowardly backers and still more cowardly rumors, started doubtless by his enemies, and you are sure to have him realize your worst fears!

This, dear friends, is somewhat out of the line of biographical detail, but it is something well worthy of consideration.

After the Lachine catastrophe Courtney could not be induced to touch an oar for a long time, though many believed him capable of beating Hanlan under favorable conditions. But the honors won by his great antagonist in England aroused the lion within him, and, backed by promises of renewed faith from many of his friends, he bought back his shell and got his hands upon the beloved oars once more. He established a private course on Cayuga Lake, with landmarks which enabled him to time himself accurately, though no observer could tell how fast he was going; and whenever the telegraph reported any very fast time, he set to work and did not rest until he had beaten it. Fortunate would we be if we could record some of the records which he has made in secret, and which he will divulge to no man!

July 15th, of the present year, witnessed a contest between Courtney and Riley, on Silver Lake, in Wyoming County, N. Y. The race was rowed under adverse circumstances; the water was rough; the course was not a certain one in measurement; Courtney was not in racing condition, tipping the scales at $188\frac{1}{2}$; and the time, which was marvelous, if correct, being 27 min. $37\frac{3}{4}$ sec., had to be taken from the stop watch held between Courtney's feet. He was an easy winner, however, whatever the distance or time; and Riley's subsequent work when pitted against Hanlan makes the prospect for Courtney in the coming contest very favorable, though, of course, these races cannot be made criterions of the meeting at Mayville.

Courtney's last public appearance was an exhibition race at Charlotte, in which he beat "Frenchy" Johnson by half a length with little effort, in 22.05.

In rowing Courtney takes a very long, easy stroke, dipping his oars deep into the water, and fairly lifting his boat at every dip. It has been said of him that he never spurts, though the "Pinafore" joke might be applied with truth in this instance. In his own language, however, he does not believe in spurts, but in slow, steady, unremitting pounding, doing his level best every time he puts his blades into the water. He has unbounded resources in the way of wind, and the long distance to be rowed at Chautauqua Lake is very much in his favor.



EDWARD HANLAN.

The "Little Giant," as the friends of Edward Hanlan love to call him, is one of the most remarkably formed men in the world. Considerably below the full stature accorded to man, he looks even shorter than the figures given by his tape line. His shoulders are not so broad as they ought to be in comparison with his other proportions, and in his "store clothes" there is little to mark him as a prince among athletes and oarsmen. But when stripped for a race, and the thin, tight-fitting costume of battle reveals the secrets of his almost abnormally developed hips, his wonderful back, and his magnificent arms, then it is that the mystery is solved, and one cannot help feeling that the aquatic hopes of the Dominion of Canada are founded upon a rock. A handsome face, but hard, and an eye which is capable of the most vindictive lights, are eloquent and truthful tokens that he is a most determined and ugly antagonist. He goes into a race to win, and he means to win it whether by fair means or foul.

Edward Hanlan is an Irish Canadian, and was born in the City of Toronto, his present place of residence, on the 12th day of July, 1855. While Ned was yet a child his parents removed to the long, low strip of land now known as Hanlan's Island, which forms the Toronto Harbor. This

gave him the needed facilities for boating, and he was soon more at home over his oars than in his father's house. Naturally enough he fell into the way of amateur oarsmen, and at the age of sixteen he was one of a strong crew of fishermen. Although doing work here which excited the envy of his companions, he was not known outside of a very limited circle. When he was eighteen years of age he tried his fortunes in a shell, rowing against Williams and McKen, two local favorites, for the championship of Toronto Bay, and whipping them both soundly.

With such a start his thoughts were naturally turned into the channel of professional oarsmanship, and when in 1874 he battled with Thomas Loudon for the championship of Burlington Bay, he showed that money was no drawback upon his prowess.

Loudon challenged him to row another race, over a mile course, for \$1,000 a side, in the summer of 1875, and they met on Toronto Bay, Hanlan again showing himself to be the better man, and winning by nearly two lengths. During the same season he won a medal offered by the Governor-General in a two mile pull at Toronto, defeating Loudon and James Douglas. In the spring of 1876 he vanquished Douglas and William McKen, and on August 12th following became possessed of the belt emblematic of the championship of Ontario, offered by the Toronto Rowing Club, his only opponent being McKen. At this regatta Hanlan likewise won a fisherman's race, three pair of sculls, his partners being McKen and Elliot, and the craft engaged being boats actually in use that summer.

All of these races were of minor importance, however, and the reputation they brought was but local. It re-

mained for Hanlan to give the rowing world a startling surprise at the Centennial Regatta on the Schuylkill river, when his name became known on both sides of the Atlantic, through the ease with which he won the first prize in the professional regatta, defeated Harry Coulter, Pat Luther, Plaisted, and easily disposed of Alex. Brayley in the final heat, which was rowed in $21.09\frac{1}{2}$ —the best three-mile time on record until Courtney cut down the figures last year. In March, 1877, the Secretary of the Ontario Rowing Club forwarded to the *Clipper* office one hundred dollars in gold as a deposit for a proposed match between Hanlan and Billy Sharff (then champion), to row three miles for \$1,000 a side, on Toronto Bay, but as Sharff had just made a match with Eph Morris, the challenge from the Canadian was not accepted. Hanlan next appeared at the regatta held at Silver Lake, near Boston, Mass., June 13, when he was defeated by Fred Plaisted, Frenchy Johnson, and others, he meeting with a mishap in the shape of an injured outrigger. On June 25 another regatta was held on the same water, in which Hanlan won first prize, beating Johnson and Driscoll, Plaisted not starting. The Kanuck next took part in the Scullers' race at the Boston Fourth-of-July Regatta, and was ruled out for fouling Plaisted, whom he ran into at the turning stake.

Hanlan's conduct on this occasion gave great offence to the regatta officials, who subsequently passed a resolution recommending that Hanlan be debarred from participation in all races under municipal management. This action was, however, upon appeal from Hanlan himself, and through representations of a gentleman who had taken him in hand after his return to Canada, reconsidered, and

the bar against him removed. After the victory of Ross over Brayley in the fastest time on record for four miles, the Toronto sculler published a challenge to Ross, whose backers were not prepared to talk business on this basis. However, Wallace's defeat of Plaisted, coupled with the indifferent performances of Hanlan at Boston and vicinity, inspired them with greater confidence, and about the middle of August Ross came out with a challenge to row any man in the Dominion, Hanlan preferred, a five-mile race for \$1,000 a side, offering to give or take \$300 for expenses, to row at St. Johns, N. B., or Toronto, or to row at Springfield, Massachusetts, each paying his own expenses. This suited Hanlan, and articles were signed to contend for \$1,000 a side. They pulled the race on Monday afternoon, October 15, on Toronto Bay, five miles, one turn, for \$2,000 and the championship of the British Provinces, the result being a very hollow victory for Hanlan, who was the non-favorite, but easily rowed away from his man. Wednesday afternoon, May 15, the sculling match between Hanlan and Fred A. Plaisted, of New York City, for \$1,000 a side, was decided over a straight-away two-mile course on Toronto Bay, the former again achieving a hollow victory. No official time was taken, and the reports estimated it all the way from 13.14 to 15.12. On June 20th the race between Hanlan and Evan Morris, of Pittsburg, for the championship of America, five miles, was decided on the Alleghany river, and proved an easy victory for the former. Hanlan's next event was his second match with Wallace Ross, which, after repeated postponements, came off on the Kennebecasis course on July 31st last. At the first mile stake Ross fell overboard, and left the race a

walk over for the Toronto champion. The race was for \$1,000 a side, five miles with a turn. Two weeks after, on August 12th, Hanlan was first in the professional scull race, four miles, \$1,000 of the Barrie Regatta Club, rowed on Kempenfeldt Bay. Wallace Ross taking second money, and George M. Hosmer, of Boston, third. The contestants who failed to get a place were Pat Luther, McKen, Elliott, Plaisted, Morris and Coulter.

Lachine was a tremendous feather in Hanlan's cap, and when the American eagle went down under the stroke of his sculls, the whole Dominion of Canada from end to end rang with the sounds of rejoicing. No one there would credit the stories alleging Courtney's crookedness, for who would buy a race for Ned when he could win it so easily and so certainly?

But the present year has been the crowning one in Hanlan's career, and though many believe his star has ceased to be in the ascendant since Riley took the Barrie money away with him, it did not begin to fall until he had reached the zenith of fame, and left the English speaking world—which means the world of oarsmen—in the wake of his gallant shell. His victories in English waters are still fresh in the minds of our readers. On the 5th of May he fairly played with Howdon at Newcastle-on-Tyne, stopping several times to bail out his boat and taking things very easy generally. June 16th he had another day's sport with Elliott, who had three times won the championship of England, and aggravated his victory by almost ceasing to row as he turned to look ahead. The course in this race was a little short and the time is of no value. At Barrie, Hanlan and Riley were adjudged a tie,

but the champion refused to row it over again, and the prize was given to the Boston man. The time in this race, four miles with a turn, was 17.02, but it is almost universally conceded now that the course was not full measurement.

Hanlan is without doubt one of the most finished scullers in the world—a master in the art who performs no botched work. His slide is exceptionally long, and he makes use of every inch of it, the result of which is a long, sweeping stroke beautiful to look upon and terrible in effect. In steering he is without an equal, and rough water, the bane of most oarsmen, gives him a marked advantage in a race. Hanlan is five feet eight and three-fourths inches in height. He is slightly gaining in weight, his fighting number in 1878 being 152 lbs. and in 1879, 153.



THE REFEREE.

All lovers of fair play and honest racing have reason to felicitate themselves in the choice and acceptance of William Blaikie to the responsible and difficult position of referee for the Mayville match. Mr. Blaikie is a New York lawyer of undoubted honesty and unquestioned capability. He was a capital oarsman in his college days, having been with the Harvard crew when Yale and Harvard were the only crews worth talking about, and before Columbia, breathing the same air as Courtney, and catching the infection of his prowess from the waters of Cayuga Lake, had taken the aquatic honors of the colleges into the Empire State. And ever since leaving college Mr. Blaikie has kept in the advance rank of the worshipers of the oar, loving it because he believed it the best possible means of physical culture and not as a means for gambling. He is sternly opposed to all forms of betting, and never could be prevailed upon to act as referee in a race in which the contestants put up money. Moreover, Mr. Blaikie is a strict disciplinarian. Quick to discern, prompt to stop any tricky rowing, he will be quite certain to insure a fair race. In fact his codicil to the articles of agreement, printed in another chapter, will do much to render it a sure thing.

THE COURSE.

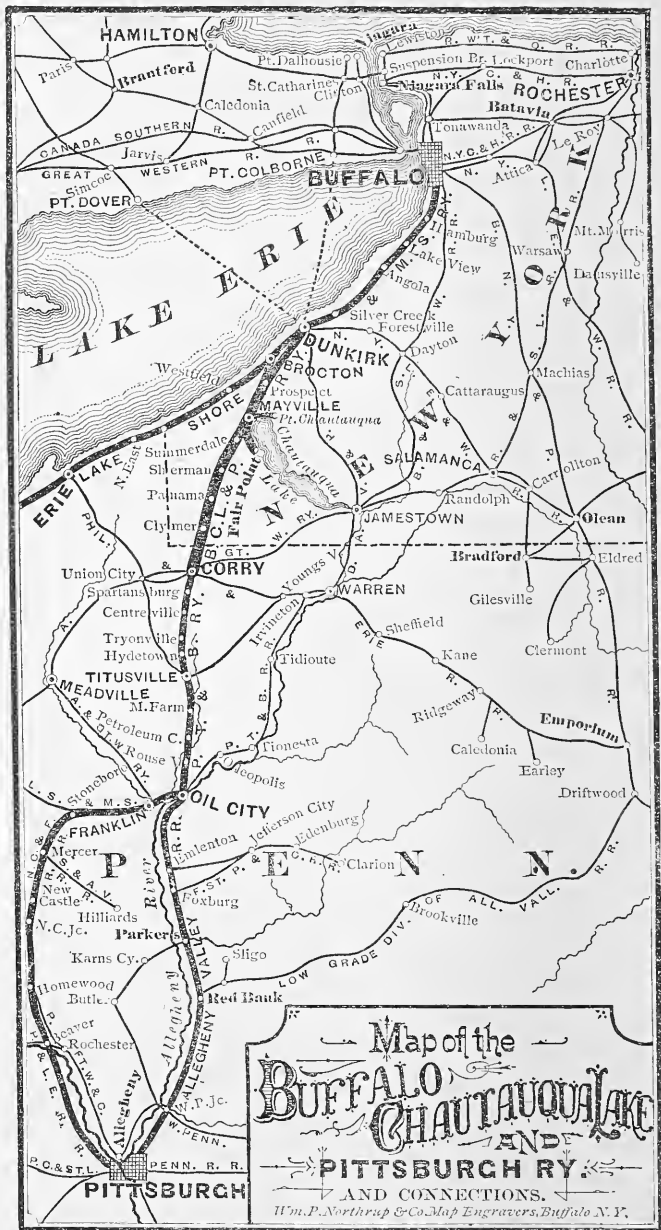
As will be seen by the accompanying map, the course selected as the one best fitted for the coming contest, begins not far from the steamboat wharf at the Mayville end of the lake, and runs in a south-easterly direction towards Long Point. It will be plainly marked on the day of the race by a line of flags, the oarsmen being obliged to keep on the side first drawn, and any attempt to cross being adjudged a foul. This line will be two and a half miles in length according to the articles of agreement, and the final measurement which will be made by Mr. Blaikie in person, will ensure the honesty of the distance and the correctness of the time taken. The public may rest assured that Mr. Blaikie will make no mistake.

We are indebted to Mr. Baldwin, the popular passenger agent of the Buffalo, Chautauqua Lake and Pittsburgh Railroad, for his excellent map of the lake and the course as it has been marked out. The new Extension Railway, now in process of construction, will run within a few rods of the latter for its entire length.



GET TICKETS VIA BUFFALO, AND LAKE SHORE & MICHIGAN SOUTHERN,

AND BUFFALO, CHAUTAUQUA LAKE & PITTSBURGH RAILWAYS TO MAYVILLE.

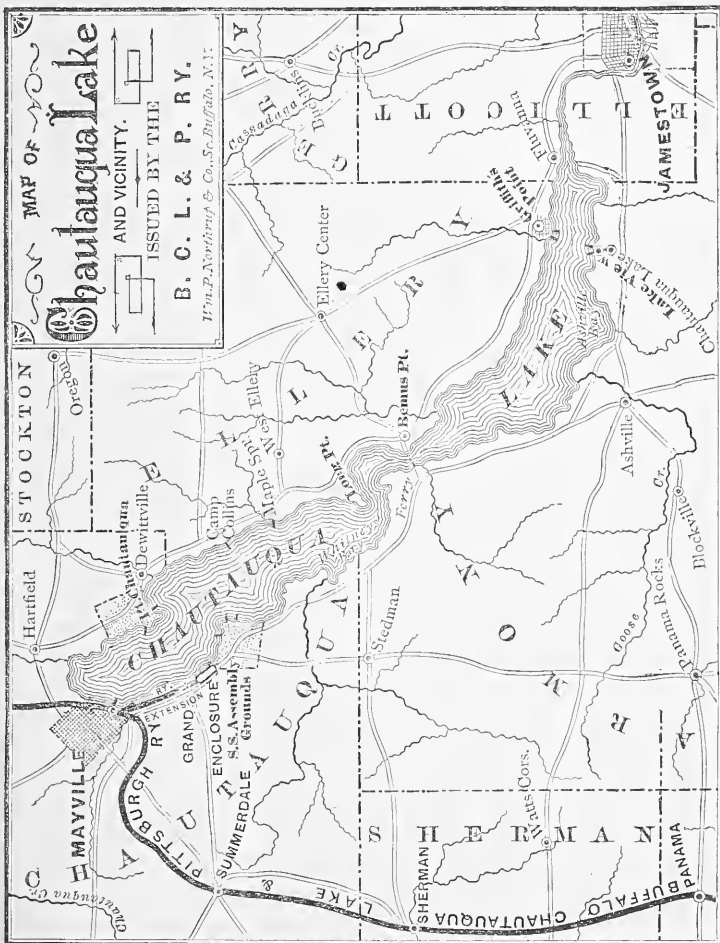


THE GREAT SINGLE SCULL RACE BETWEEN

HANLAN AND COURTNEY

For the "Hop Bitters" Prize of \$6,000, on

CHAUTAUQUA LAKE,



THURSDAY, OCTOBER 16th, 1879,

WILL BE ROWED NEAR MAYVILLE, AT THE HEAD OF THE LAKE.

Tickets and full information on application to

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Gen. East'n Pass. Agt. L. S. & M. S. R'y,
Buffalo, N. Y.

W. S. BALDWIN,

Gen. Pass. Agt. B., C. L. & P. R'y,
Buffalo, N. Y.

HOW THE MEN WORK.

We have no better way in which to indicate the manner in which Courtney and Hanlan cut out their work in a race, than to cull from our scrap-book an outline of one or two of the great races in which they have figured. No one at this time can fail to find it interesting to recall that Waterloo of the Union Springs champion,

THE LACHINE RACE.

The race, it will be remembered, took place on the 3d of October, 1878, for a \$6,000 purse and \$2,000 stakes. All the world was present, and the betting was especially heavy against Courtney, because of the roughness of the water. The morning of the great race opened bright and clear, with a stiff southwest wind blowing, and the water very rough, and when the men reached the scene of the race it was still tumbling in a lively manner. Hanlan obtained the choice of position, taking outside to the south, thereby getting the lee of Isle Dorval, the largest island on the course. Mr. Rankin, of the *Boston Herald*, was appointed judge for Courtney, Mr. Davis, of Toronto, acting for Hanlan on the boat. Stanley Reynolds, of Rochester, stopped at the turn in Courtney's interest, to see that the buoys were properly rounded. Before the steamer left the

buoys the sky to the northwest became competely darkened, lightning began to flash and thunder to roll, and hail and rain to pour, though in the east and over the starting point it continued clear. By the time the steamer returned to the starting point the storm, which was exceedingly violent, had passed over, and the water, which had been very much ruffled, became placid again, the sun coming out in full force and the wind dying away. It was immediately resolved to bring off the race.

Meantime train after train had come rushing in, increasing the number of visitors to such an extent that fully ten thousand people had congregated on every point of vantage. It being certain that the race would be run, Sheriff Harding formally announced to the judges appointed by the contestants that he intended to have the race run, and should call out the men by four whistles from the steamer. This occurred about 4.15 P. M., and after waiting some little time, during which Hanlan and Courtney were notified, the steamer proceeded from the dock to a point near the contestants' quarters, where signals to come out were given. They were obeyed with alacrity, the Canadian champion being the first to make his appearance. He wore a blue shirt with red trimmings, having on his head a red cap. He was followed without delay by his antagonist, who had on a white shirt with a blue star on his breast and a sky-blue cap. Both men as they passed towards the starting point were heartily cheered by the people on the stands and barges on the river. As they approached the press steamer they were eagerly scrutinized. There was a striking contrast between the two men. Hanlan was fair, with clear white skin, while Courtney was

dark and tawny as an aboriginal. They were both in splendid condition, their muscles standing out upon their nude arms and legs like huge knots. The Canadian stripped looked like a little giant. With considerable dexterity they wheeled their boats into line, the latter being immediately taken hold of and held by parties stationed at the starting buoys. A few moments delay occurred while the judges' barge was being placed in position, after which the referee asked if all were ready. Aye, aye, having been answered by the aquatic heroes, the signal "go" was given.

At 4.56 the men dipped their sculls together and sent the frail shells forward with terrific force, Hanlan making 31 and Courtney 33 strokes to the minute. They appeared to be taking it easily for the first half mile, a waiting race seemingly having been determined on. Up to the first half-mile buoy no perceptible difference could be discovered. The men were pulling a slow and steady stroke, Courtney especially so. Their style of rowing was somewhat similar, the American being a little jerky as compared with his rival's full, easy and graceful sweep. Before reaching the half-mile signal boat, Hanlan drove the nose of his craft in advance of Courtney's shell. He maintained this position until he passed, when the red flag went up, indicating Hanlan's supremacy so far. Cheers from the Canadians on the press steamer greeted the appearance of their favorite's colors. The next half mile was a repetition of the first, Hanlan making some beautiful and effective sweeps with his scull, still maintaining the lead. The mile was done in seven minutes.

Passing into the second mile the surface of the water was rather more ruffled, in consequence of which both men steered for the lee of Isle Courcelles. When close to the land in calm water Courtney made a determined effort to overhaul his opponent, and succeeding, drew in advance, placing at least a boat's length of daylight between him and Hanlan. The latter had eased off to about twenty-five strokes to the minute, while Courtney made thirty-one. In long, slow strokes they competed for some distance, Courtney slightly increasing his advantage. Rain now began to fall briskly, but did not now last more than a few minutes when it cleared off. As the contestants passed the small speck of land called Dixe's Island, they were again neck and neck in the race, but on approaching the two-mile signal-boat Hanlan drew to the front and passed about a length and a half ahead. Time of the second mile nine minutes.

At Isle Dorval Courtney rowed a tremendous stroke, steering straight for the turn buoy, but having diverged very much by getting under the lee of the island, Hanlan obtained a slight advantage and drew almost imperceptibly ahead, turning his rounding buoy in 21 minutes 25 seconds from the start. Courtney was only five seconds behind. Both men lay to their oars, and with great vim strove to obtain the advantage but unsuccessfully. At this time only about a length of the boat and a half separated them, their boats being nearly abreast the press boat which had laid to whilst they passed the buoys. On their return they swept past in magnificent style, each bending to his work with a will and nerved by the cheers of the

spectators. The third mile was completed in nine minutes.

Very little change took place in the fourth mile, which was done in six minutes, the men pulling with all their might.

At the commencement of the fifth and last mile Hanlan took the lead, pulling 33 and Courtney 36 to the minute. Coming down the home stretch some fine skill was displayed, but both men created considerable consternation among the spectators by veering too much south, and rendering it necessary for both to recover ground. Hanlan eventually came in the winner in 36 minutes and 22 seconds.

Before reaching the goal Courtney stopped rowing to avoid a foul, having got into Hanlan's water. The latter's time from turning the buoy at two and a half miles, coming down stream, was 14 minutes 50 seconds. The race was adjudged to Hanlan by a length and a quarter.

THE BARRIE RACE

comes next in order, as representing the last race in which Hanlan took part, and his virtual defeat. The race was for prizes ranging from \$600 down ; distance, four miles with a turn. The starters were Elliott, Gaudaur, Kennedy, Riley, Hosmer, Plaisted, Hanlan, McKen, Berry, Jack Hanlan, and Pattullo. The start was a good one. Hanlan in a very few seconds began to lead, having Plaisted with him and Riley close behind, with Kennedy third and Elliott following. Jack Hanlan put in a heavy spurt and kept well up with his more distinguished rivals. A short time only elapsed till the champion had a good lead,

having spurted ahead of Plaisted. He now made for the shore course where the water was better, Riley managing to keep a good place as he had been doing all along; behind these two came Kennedy and Hosmer almost together, the former slightly ahead. Pattullo was ahead of Berry, who had Elliott and Gaudaur in the rear. The turn was made at a time when the position of the judges' boat prevented a good sight of the oarsmen. The champion turned the buoy a little in advance of Riley, who it was plain to see was going to give him a tussle. Kennedy followed third in the turn and the rest of the oarsmen were left almost unnoticed, so intense was the interest of the on-lookers in the struggle between the champion and the Boston oarsman. The pair did not seem to be putting in their best work, though it was very evident they were by no means playing. Hanlan was pulling thirty-three to Riley's thirty-six, and the third man thirty-three. At the mile buoy Hanlan led by perhaps a couple of boat lengths. Just here Riley began to spurt and presently the space between the two grew less. Within a couple of hundred yards of the winning buoy the champion wakened up somewhat and began to do better, but Riley settled down more determinedly than ever and kept his position. The excitement at this juncture was intense, and when the judges' gun announced that the first place was taken people were at a loss to know who was the victor. The two scullers appeared to cross the line at the very same moment and the impression that they had done so was deepened when the second barrel of the gun was discharged, following as the report did as soon after the first as it was possible to make it. It seems as though it was intended to

discharge both barrels simultaneously, and that this idea was not a wrong one there is the best reason to believe. Not one of the spectators knew positively which had won. The judges were divided in their opinion, and the referee decided that it was a tie. Kennedy took the next place. Elliott came in followed by Plaisted and Gaudaur. The astonishing time of 17.02 was made, but the measurement was afterwards found to be incorrect.

THE SILVER LAKE RACE.

The race at Silver Lake, Wyoming County, N. Y., on July 15th, in which Courtney, the loser of the Lachine race easily beat Riley, the winner of Barrie, serves as a sort of connecting link between those two races, and in connection with them, the straws which show to some extent how the Chautauqua Lake wind blows. In Lachine, Barrie and Silver Lake, the three oarsmen each appear as a winner and each as a loser.

The race was a five-miler, with turn, for \$500. Rough water prevented the race from coming off during the day, but just before sunset the men appeared, though the water was far from being in a good condition. When the signal was given Courtney's oars were in the water on the instant, the gleam coming from the wet blades like a flash of lightning, but Riley quickly pulled in ahead and began the long lead which embraced so large a portion of the course. But Courtney turned not a hair at thus falling into the rear. Thirty-two strokes to the minute were enough for him, while Riley pulled thirty-six. Two, three and at the half, four lengths behind his antagonist, but this did not seem to cause much trouble in Courtney's

mind, though now his strokes began to tell, and his shell narrowed up the gap without any seeming special exertion on his part. As the nose of his boat began to overlap the stern of the other there was a just appreciable spurt on the part of both of the contestants. Prow and stern, prow and thole pins and finally prow and prow, the two boats struggled side by side up the dancing water. Both rowers had sought the lee shore, though it was lengthening out their course to a considerable extent, and they were a little too far from the spectators but going nicely with respect to one another and both pulling in excellent form, and now they were doing all they knew how, and Riley again took the lead and again fell back. They appeared to reach the turning point at about the same time, but Courtney turned with a wonderful celerity and was two lengths away when Riley had got about. Riley halved this gap and they kept down the home-stretch about a length apart. Both were pulling slowly, Riley twenty-four to the minute and Courtney twenty, but their strokes were giant ones, and the light shells groaned beneath the pressure. Just before coming in Riley gave a valiant spurt and urged his boat to within half a length of the other, but to no avail.

HANLAN AND HAWDON.

Following Hanlan to England, we find ourselves upon a triumphant march. His first bout was with Hawdon, an antagonist of no mean calibre, and the way he played with him was the height of enjoyment to his Canadian friends; the depth of aggravation to the simon pure John Bulls. It will be remembered that Hanlan won the toss for position and took the north side, which gave him shelter for

the first half mile. Before the start five to two was offered and taken on Hanlan, but only to a limited extent. At a little before two o'clock the men took their positions at the stakeboats. At the first attempt they started by mutual consent. At the end of the first hundred yards Hanlan had drawn a length ahead and a little further on was fully a length clear, with ease improving his position. Before the end of the first quarter mile it was felt he was going to be an easy winner, notwithstanding the fact that Hawdon was rowing fast and well. At Skinner Burn, Hanlan was two lengths ahead. He frequently looked around over his shoulder to see that the course was clear, apparently not exerting himself to his fullest powers and seeming quite at ease, as if confident of the result. Approaching Redhenge bridge Hawdon put on a spurt, but it had no effect. Hanlan also quickened up and passed under the bridge with a lead of about three lengths. Hawdon struggled manfully and rowed well and fast, while his opponent continued his easy, quiet style, never apparently exerting himself.

After passing under the bridge the Canadian actually ceased rowing.

He allowed Hawdon to draw up almost on a level with him and then with a few strong strokes drew away and resumed his lead of nearly three lengths. The race was from the very first a one-sided affair, although Hawdon rowed gamely. More than once Hanlan allowed the Tyne-sider to draw up, but with the greatest ease quickly resumed the lead, while every few strokes he looked round to see his course. Near the top of King's Meadow the men were both in very rough water. Hanlan ceased row-

ing, and Hawdon with half a dozen strokes pulled up on a level with him. Hanlan smiled and nodded to his pilot, who was following in a cutter, and at once drew away. A little further on Hanlan, to the amusement and astonishment of many, stopped rowing, sponged the water out of his boat, and then setting quickly to work again drew away with ease, and this he did two or three times. He eventually went in the easiest of winners by five lengths, and could have won by any distance he liked. His time was twenty-two minutes five seconds. Such a race was never seen on the Tyne. Hawdon is acknowledged to be a capital sculler, and his easy defeat shows what the Canadian can do. At the end of the race Hanlan rowed up to Hawdon and heartily shook hands with him amidst great cheering. Hanlan scaled one hundred and fifty-three and Hawdon one hundred and fifty-two pounds. The Canadian doubtless anticipated a more difficult task or he would not have started at so hot a pace.

THE ELLIOTT MATCH.

But if Hanlan aggravated the English by his treatment of their man Hawdon, he won their hearts completely by the artistic way in which he conquered their champion of three seasons. The match was for the honors of championship, together with a purse of £2,000 and the Sportsmen's Challenge Cup. The weather was fine and the water beautifully smooth. Not less than twenty steamers followed the race, and all of them were heavily laden with passengers. Five to one on Hanlan had been laid during the morning, but he came into much better favor just prior to the start, and only a slight shade of odds was laid

on the Canadian. Elliott won the toss and took the northern shore.

At 12.15 the men got off to a capital start. Hanlan quickly drew in ahead, rowing very fast, and taking a lead of a quarter of a length, but Elliott spurted gallantly up and reached an equal position. This was, however, the only advantage Elliott had during the race. Hanlan at starting did not display the same nonchalance as when opposed to Hawdon, but as soon as he noticed Elliott was ready he dashed in his sculls with hearty good will. Nothing could be cleaner and more workmanlike than the way in which he obtained a firm preliminary grip of the water and pulled the stroke right through. Elliott was immediately at work with all his might, but buried his sculls too deeply and was unable to recover neatly and promptly. In the course of twenty yards Hanlan had obtained a distinct advantage. But a short distance was traversed when it became evident that Hanlan was destined to have matters pretty well his own way. He sculled with grace and finish, recovering like lightning, keeping his boat on an even keel and seeming to almost lift her out of the water at every stroke. Elliott rocked slightly, splashed frequently and seemed to be exerting his enormous strength to the fullest to little purpose. He persistently demonstrated he was not a master of the new style of using the sculls. Soon after starting Hanlan deviated somewhat but recovered himself with a clever stroke. After passing Redheugh bridge Elliott spurted with all his power. It was evident he had a tendency to break into his old short, vigorous stroke and was hampered by the new style. The spurt was unavailing. Hanlan had now fallen into a long,

telling pull of thirty-six, and Elliott began once more to splash as he did at the commencement of the race. He paused briefly off Lead Works quay to discover his opponent's position, then pulled manfully, evidently relying on his noted staying powers, but the effort was unavailing, Hanlan having off Cooper's Stairs rather increased his lead. At Quay Corner Hanlan was rowing at thirty-four and looking around with great sang froid. After the first mile, Hanlan seeing he had the race in his hands, slowed down to thirty-two. Elliot observing this, by a vigorous effort drew up to within three yards amidst enthusiastic applause. Hanlan slightly increased his pace and kept just ahead, but again eased at Armstrong's, when Elliott came within two lengths of him. Hanlan here almost stopped rowing and turned around to look ahead, although Elliott was still pulling gamely at the rate of thirty-four. The island of King's Meadow was covered by an excited crowd, who seeing the scullers pass in close proximity enthusiastically encouraged Elliott. At the head of the Meadows Hanlan passed to the front and treated Elliott to the backwash of his boat, but Elliott worked away to avoid this annoyance and still spurted pluckily. When off Benwell boat-house Hanlan stopped rowing to look around to ascertain the distance he had yet to row. About this time a death-like silence fell on the assembled thousands, for England's champion had been defeated almost without an effort. After smiling pleasantly to those on shore, Hanlan began rowing with all his might. The gap between him and Elliott was soon increased, and amid deafening plaudits Hanlan rowed under Scottswood bridge.

WILLIAM ELLIOTT.

This English champion of the oar whom Hanlan defeated so easily yesterday was born at Blyth, England, on November 28th, 1849, and is consequently in his thirtieth year. He has rowed John Higgins four times, and has only been beaten by him once. He stands 5 feet 6½ inches high, and when in condition weighs 167 pounds. He is powerfully built and very muscular. He commenced his successful career by defeating G. Martin on the Tyne in a two-mile race. He was next beaten by W. Robson, after which he beat G. Fairless, from Mansion House to Meadow House. At the Leeds regatta in 1875, he won the scullers' handicap, with seven lengths to the good, beating R. W. Boyd, scratch, in the final heat. On the third of May, 1875, he was beaten by J. Finnigan, two miles. March 16, 1877, he beat A. Hogarth, two miles and a quarter. He was next beaten by W. Nicholson in the first heat for the Newcastle *Chronicle* championship club. He beat G. Tarryer from High Level Bridge to Scotswood Suspension Bridge, on January 15, 1878, beat R. Bagnall over the Tyne champion course. March 4, he beat W. Nicholson in trial heats, to see who should row Higgins. May 6, he beat H. Thomas on Thames championship course. June 3d, he was beaten by Higgins for the championship. At the Thames international regatta, for the champion sculls he beat Blackman in his trial heat, and Higgins in the final, the latter having been much hindered by slipping the bottom of his right hand scull when half a length ahead. Elliot was also stroke of the crew which won the four-oared race at this regatta. The last event in which he took part, previous to his race with Higgins on 17th

February last, was in the race for the *Sportsman* challenge cup, September 16th and 17th, from Putney to Mortlake, when Boyd, Higgins and Blackman also competed. In the first heat Elliott was pitted against the then champion, and at the finish had left him four lengths in the rear. In the second R. W. Boyd met Blackman, and defeated him by four lengths. The final heat between Elliott and Boyd was watched with great interest, and gave rise to a good deal of speculation, with the Blyth man rather the favorite. Boyd went off in dashing style, led all the way, and reached the winning post first by four lengths. About half way over the course, near Chiswick, Boyd, who was beginning to labor, tried to take his opponent's water. Elliott, who was pulling with immense power, dashed up hand over hand, and fairly rowed into Boyd, who being out of his own water, lost the race on a foul, which was allowed on Elliott's claiming, without a moment's hesitation by Mr. Ireland, the referee. This decision, as was to be expected, proved unsatisfactory to Boyd's friends, who immediately talked of another challenge, and in fact commenced negotiations for a match in which the Gateshead sculler was to stake £250 to Elliott's £200, but nothing came of them. Elliot's last match was with Higgins on the Tyne for \$400, the *Sportsman* challenge cup, and single scull championship of Great Britain. In this contest he won easily by three lengths ; time 23.27½.



How to Get to the Race.

Though its waters are 700 feet above Lake Erie and more than 1,200 feet above the level of the sea, Lake Chautauqua, the scene of the coming contest between our worthy heroes of the oar, is by no means an inaccessible or uncomfortable place of resort. Four railroads touch its shores at various points, railroads leading by quite direct routes to every part of the country, and making close connections with the great trunk lines from every point of the compass; and upon the lake are numerous steamers connecting with the trains, and transporting passengers to any part of the lake. These roads are first-class in their management, safe and comfortable. During the races they will run their excursion rates very low.

THE LAKE SHORE ROUTE.

All passengers from the East, West and North, who wish to save time in reaching and departing from the lake, will find that the "Lake Shore" route, which is identical with the "Cross-Cut" route, meets their wants exactly. There is no necessity in saying anything about the Lake Shore Railroad, one of the best equipped in the country and the only one running double tracks west of Buffalo. All visitors coming from Detroit, Toledo, Erie,

Cleveland and all points West will of course take the Lake Shore, as well as many coming from Columbus, Cincinnati, Louisville, Indianapolis, St. Louis and all points South and Southwest. The road connects at Buffalo with trains on the New York, Lake Erie & Western, and the New York Central Railways, to and from New York, Boston, Albany, Saratoga, Syracuse, Rochester, Niagara Falls and the East; also, with trains to and from Toronto, Montreal, Hamilton and the Canadas. Wagner Palace drawing-room and sleeping coaches are run on all through trains. Connections are made with the "Cross-Cut" at Brocton, and through cars are run daily between Buffalo, Lake Chautauqua and Mayville. The "Cross-Cut," or as it is now called, the Buffalo, Chautauqua Lake & Pittsburgh, having recently gone under a new management and been changed into a first-class road begins at Brocton and makes a bee line for Mayville, landing passengers right at the racing ground. The same route continues southward to Jamestown, Corry, Titusville, Oil City, Meadville and Pittsburgh—the last named city, as all our readers know, being the birth-place of American rowing. Palace Wagner coaches are run on all through trains, and low excursion fares will be charged during race times.

Trains leave Buffalo at 7 and 8.20 A. M.; 12.45 and 4 P. M., and Cleveland at 7.30 and 11.15 A. M., 2.50, 4.50 and 10.30 P. M., and reach Mayville at 10.10 and 10.48 A. M., and 3.55 and 7.40 P. M. Returning, they leave Mayville at 7.37 and 10.50 A. M., and 4.00 and 8.52 P. M. From the South they leave Pittsburgh at 8.50 A. M., and 7.10 P. M.

THE BUFFALO & SOUTH-WESTERN.

This popular and well managed road, when taken in connection with the lake steamers, is by all odds the one to take for those visitors who desire to enjoy a picturesque ride and catch a glimpse of the beauties of the far-famed Chautauqua. It runs from Buffalo to the Oil Regions, touching Lake Chautauqua at Jamestown, and passing through Titusville and Pittsburgh. At Buffalo it makes close connections with the New York Central and the Erie Railways from the East, and at Jamestown with the Atlantic & Great Western Railway for Cincinnati, Louisville, Memphis, St. Louis, and the West. Pullman Palace day and sleeping cars between Buffalo, Lake Chautauqua, Titusville, and Pittsburgh without change. Boats at Jamestown connect with all trains. Excursion and through tickets via this line for sale at all the principal points throughout the East and Canada. The Buffalo & South-western is a cheap and popular route between Lake Chautauqua and Niagara Falls. For any further information apply to A. S. McAllister, General Passenger and Ticket Agent, Buffalo, N. Y. Trains leave Buffalo at 7.15 and 8.30 A. M., and 4.50 P. M., arriving at Jamestown at 11.20 A. M., and 4.15 and 8.25 P. M. From the South trains leave Pittsburgh at 8.50 A. M. and 7.10 P. M., and arrive at 6.35 A. M. and 5.30 P. M.

THE ATLANTIC AND GREAT WESTERN ROUTE

Runs through trains from St. Louis, Cincinnati, Chicago and Cleveland to Chautauqua Lake without change of cars. Pullman Palace day and sleeping coaches are run on

all through trains. The Pullman Hotel Coach, where meals can be had at a moderate cost at any time desired, is a specialty of this line. Excursion tickets over this road are issued from Louisville, St. Louis, Cincinnati, Chicago, Cleveland, and all points West and Southwest to Lake Chautauqua. Trains from the East make close connections at Salamanca with the Erie. Connections made at Jamestown over the Buffalo & Southwestern Railway for Buffalo, Niagara Falls, Canada, and all points East; and via the Erie, and Lehigh Valley furnishes a direct route from Philadelphia.

THE DUNKIRK, ALLEGHENY VALLEY & PITTSBURGH ROAD.

This line extends from Dunkirk, via Jamestown and Lake Chautauqua to Titusville, Pittsburgh and the Oil Regions. Close connections are made at Jamestown Junction with the Atlantic & Great Western Railway, and at Dunkirk with the Lake Shore & Michigan Southern Railway for Buffalo, Niagara Falls and the East. Through coaches, avoiding any change of cars, are run between Lake Chautauqua, Jamestown, Titusville and Pittsburgh.



Visitors to the Race should stop over at

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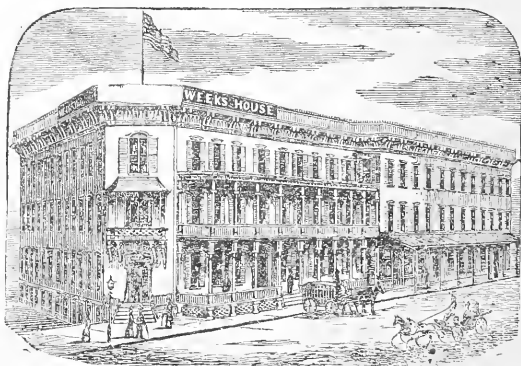
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